

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAYIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, PLYMOUTH AND LONDON.

Also, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

STEAM ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship THAMES, Capt. W. A. Saxon, R.N.R., with Her Majesty's Mail, will be despatched from this port for LONDON, via BOMBAY AND SUEZ CANAL, on THURSDAY, 18th INSTANT, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either direct via Colombo or to Europe according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MANILA.

H. H. JOSEPH, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, February 4, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THENCE TO YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, SATURDAY, Feb. 18, China, Y. Honolulu, TUESDAY, Mar. 21, Peru, MONDAY, SATURDAY, April 5.

RATES OF PASSAGE.

From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Reims, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$225.00
To Liverpool and London, \$325.00
To Paris and Bremen, \$345.00
To Havre and Hamburg, \$335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.

30 day Tickets.	Continental Trip Tickets.
Kansas City, Mo., Omaha, Neb.	\$285.00
St. Louis, Mo.	\$292.50
St. Paul, Minn., Minneapolis, Minn.	\$292.50
Chicago, Ill.	\$297.50
Philadelphia, Pa.	\$299.50
Cincinnati, Ohio.	\$302.50
Columbus, Ohio.	\$304.25
Detroit, Mich.	\$304.25
Cleveland, Ohio.	\$306.50
Niagara Falls, N.Y., Buf.	\$310.25
Niagara Falls, N.Y., Buf.	\$311.00
Washington, D.C., Baltimore, Md.	\$317.50
Montreal, Canada.	\$317.50
Philadelphia, Penn.	\$317.50
New York.	\$317.50
Boston, Mass.	\$321.50
Portland, Maine.	\$327.25

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China, Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; no other name is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. B. VAN BUREN, Agent.
Hongkong, February 8, 1893.

Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TACOMA, FROM TACOMA, VICTORIA AND YOKOHAMA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in the Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.
Hongkong, February 8, 1893.

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenelg having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 12th instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 15th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, February 6, 1893.

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well Appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "Victoria Hotel," is NOW OPEN and will be run in conjunction with their Hotel in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for Board and Lodging during the Winter Months, from 1st November to 31st March, have been REDUCED as follows:—

One person, one day ... \$ 2.50
Married couple, do. ... 5.00
One person, one month ... 50.00
Married couple, do. ... 55.00

For full Particulars apply to VICTORIA HOTEL.
Hongkong, October 28, 1892.

YUNG CHUNG & Co. (興隆洋行).

FROM SHANGHAI, are prepared to undertake CONTRACTS AND JOBS for PAINTING, POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK in Houses, also for making CABINETS and FRENCH POLISHING FURNITURE, and solicit the kind patronage of the Public. All Orders will be promptly, faithfully and satisfactorily executed. Best Materials and Superior First-class Workmanship in neat and best style guaranteed.

No. 15, WELLINGTON STREET.
Hongkong, February 1, 1893.

To Lot.

TO LET.

No. 6, QUEEN'S ROAD (lately occupied by AT&K).

No. 2, BETHUNE TERRACE.
No. 49, POTTER STREET.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, February 9, 1893.

TO LET.

NEW HOUSES IN REFIN TERRACE.

No. 4, BLUE BUILDINGS.
FLOORS IN BLUE BUILDINGS.
OFFICES: SHAW, FRANK, FRANK, FRANK, FRANK (lately occupied by Messrs. DUNN, MELBY & Co.).
GODOWN, No. 1A, BLUE BUILDINGS.
SEMI-DETACHED HOUSES, at MAGLIERE GAP. Very cheap rental.
Nos. 4, 5 and 6, VICTORIA VIEW, KOWLOON.
FLOORS, No. 5, SHELLEY STREET.
No. 7, PRATY CENTRAL, at present occupied by the NEW ORIENTAL BANK IN LIQUIDATION.
No. 10, OLD BAILEY.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, December 21, 1892.

TO LET.

NOS. 9 and 8, KNOTTSTOWN TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, February 8, 1893.

TO LET.

NO. 2, PRATY STREET, next to the OFFICE OF CHAMBERS. Has a small GODOWN attached.

Entry on or after February 8th.
Apply to
G. C. ANDERSON,
13, PRATY CENTRAL.
Hongkong, December 2, 1892.

TO LET.

"BROCKHURST," a Six-roomed HOUSE at MOUNT GOOSE, the Peak.

Apply to
Messrs. PALMER & TURNER,
Queen's Road Central.
Hongkong, January 7, 1893.

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship Monmouthshire, Captain DUNN, will be despatched as above on MONDAY, the 17th instant, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, February 10, 1893.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

LAST NIGHT TO-MORROW (Saturday), 11th Feb.

UNDER THE PATRONAGE OF H.E. SIR WILLIAM & LADY ROBINSON.

GREAT SUCCESS.

THE DEAR S.

BLACK DIAMOND MINSTRELS.

30 PERFORMERS.

By kind Permission of Lieut. Colonel BAYNE and the Officers of the Somerset Light Infantry a Contingent of the BAND will be in attendance.

POPULAR PRICES:—\$2 and \$1. Soldiers and Sailors in uniform half price to Second Seats.

Doors open at 8.30 p.m. Overture at 9 p.m., promptly.

Places, Tickets at Messrs. KELLY & WALSH, LIMITED.

A PERCENTAGE OF THE PROCEEDS WILL BE GIVEN TO A LOCAL CHARITY.

For Full Particulars see Bills, Programmes, &c.
Hongkong, February 10, 1893.

NOTICE TO MARINERS.

No. 262.

CHINA SEA.

CANTON DISTRICT.

WAGLAN ISLAND LIGHTHOUSE.

NOTICE is hereby given that the Works for the Establishment of a First Order Revolving LIGHT, to show double white flashes superimposed half a minute, are now in progress on WAGLAN Island, which lies to the South-eastward of the entrance to the Tathong Channel leading to Hongkong.

The Lighthouse will stand on the summit of the island and the Light, which will be elevated 255 feet above the level of the sea, should be visible in clear weather at a distance of 22 Nautical miles, in all directions where it is not obscured by land.

The tower will be round, 25 feet high, with a total height from its base to the lantern of 52 feet.

The lower half of the tower will be painted white, the upper half red, and the lantern white.

The Drawings will be painted white. Apprentices position.

Latitude.....22° 11' 18" N.
Longitude.....114° 18' 1" E.

For GUS SIGNAL.

When the Light has been established, the Keepers at this Station on hearing a bell, fog-horn, steam whistle, or any other sound, indicating the proximity of a vessel, will fire two guns with an interval of fifteen seconds between them, and, if the vessel's signal—showing that she is under way and has a total height from its base to the lantern of 52 feet.

By Order of the Inspector General of Customs,
A. M. BIBBEE,
Coast Inspector.

Imperial Maritime Customs.
Coast Inspector's Office,
Shanghai, 3rd February, 1893.

PERSEVERANCE LODGE OF HONGKONG, No. 1, 115.

Regular MEETING of the above LODGE will be held on THURSDAY, the 16th instant, at 8.30 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, February 10, 1893.

STEAMSHIP CALDONEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex Steamship Doune from Hongkong, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent.

Optional Cargo will be forwarded on less than notice to the contrary be given before 6 o'clock TO-DAY.

Bills of Lading will be countersigned by ARNOLD, KARRER & Co., Agents.
Hongkong, February 10, 1893.

To-day's Advertisements.

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

The Steamship Glenelg, Captain K. Y. Gasson, will be despatched as above TO-MORROW, the 11th instant, at Daylight.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, February 10, 1893.

SHIRE LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship Shikoku Maru, Captain K. Y. Gasson, will be despatched as above TO-MORROW, the 11th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, February 10, 1893.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship Thales, Captain BATHURST, will be despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFAIG & Co., General Managers.
Hongkong, February 10, 1893.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship Zamboanga, Captain TAYLOR, will be despatched for the above Ports on MONDAY, the 13th instant, at Noon, instead of as previously notified.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN & Co., General Managers.
Hongkong, February 10, 1893.

VICTORIA DISPENSARY.

NEW PHOTOGRAPHIC GOODS.

RODINAL.

THE NEW ONE SOLUTION DEVELOPER. Merely requires dilution to be ready for use.

In 1 litre bottles.

AMIDOL.

A New Developer, enthusiastically commented on both by Professionals and Amateurs; allows great latitude in development.

1 oz. Bottles, \$1.50.
RE-TOUCHING SETS, \$2.00.
RE-TOUCHING AND SPOTTING SETS, \$1.50.
SYNTHON WASHING TROUBS, \$3.00, \$4.50.

ADAMS' IDEAL HAND CAMERAS.

SHIPPING.

ARRIVAL.

February 9:—
Caledonia, French steamer, 2,473, Flinders, Melbourne January 8, and Saigon Feb. 6, Malle and General.—Messageries Maritimes.

Egypt, British steamer, 1,849, T. Quill, Surabaya January 29, Sugar, Butterfield & Swire.

Wudan, German steamer, 1,016, A. Ott, Saigon February 5, Rice and Paddy.—LATY & HARRISON.

Africa, German steamer, 1,410, Sagelken, Hamburg and Singapore Feb. 3, General, Messageries & Co.

Fuchien, Chinese steamer, from Canton.

Glenelg, British steamer, 2,244, Gasson, Pootchow February 8, General.—Glenelg, Malle and General.—Messageries Maritimes.

Guthrie, British steamer, 1,494, P. Helms, Sydney January 15, General.—Glenelg, Malle and General.—Messageries Maritimes.

Taiyang, British steamer, 1,508, H. W. Hogg, Shanghai February 7, and Swatow Feb. 5, General.—JARDINE, MATHESON & Co.

City of Rio de Janeiro, American steamer, 3,548, J. Trémaine Smith, San Francisco January 14, and Yokohama February 5, Malle and General.—P. M. S. & Co.

Movine, British steamer, 2,060, Da la Pene, London and Singapore February 4, General.—MALLE, KARRER & Co.

Siam, British steamer, 991, Walter Nicol, Singapore via Hainan February 1, General.—KIT TEE LOON.

DEPARTURES.

February 10:—
Braziliers, for Frezenau, Haften, for Coast Ports, Arratton Apoor, for Singapore and Calcutta, Taisang, for Manila, Benloun, for Kobe, Manila, for Shanghai, Taisang, for Canton.

Africa, for Manila, Peiyang, for Shanghai, Cardyshire, for Kobe, Glenelg, for Singapore and London, Movine, for Swatow, Louisa, for Saigon.

PASSENGERS.

For Glenelg, from Pootchow, 4 Chinese. For Guthrie, from Hongkong: from Melbourne, Mr. Biscoe, and Miss Moulie; from Sydney, Messrs E. Duns, Maclean, A. Duncan, W. L. Clark, Mrs. Drayton and child, Messrs Macpherson and Hagen, from Thursday Island, Mr. and Mrs. Sasaki, and 1 Chinese; from Victoria (Australia), 20 Chinese; from New Zealand, 2 Chinese; from R. S. Wales, 17 Chinese; from Queensland, 23 Chinese; from Port Darwin, 2 Chinese. For Kobe: from Adelaide, Mr. Nell.

For Taisang, from Shanghai, Mrs. Runey, Messrs Ballard and Shewan, and 25 Chinese.

For Caledonia, from Hongkong: from Marseilles, Mr. Camer, Mr. Petit, Mr. and Mrs. Razo, and Mr. Poyro; from Aden, Mr. Vaguin, and Mr. Olivares; from Colombo, Mr. Nordin; from Singapore, Mr. Smith, Mr. Tashing, and Mr. Oakes; from Saigon, Mr. O. Hackett, Mr. and Mrs. Duns, Mr. Combs and daughter, Mr. Hong Trong Phun, Mr. de St. Mathurin, and 62 Chinese.

For Shanghai, from Marseilles, Mr. Vetch Hood, 2 Missionaries, Mr. Kramer and daughter, from Colombo, Mr. Nordin, Mr. and Mrs. Oakes, and Mr. Duns; from Saigon, Mr. O. Hackett, Mr. and Mrs. Duns, Mr. Combs and daughter, Mr. Hong Trong Phun, Mr. de St. Mathurin, and 62 Chinese.

For Yokohama, from Marseilles, H. E. M. Sienkiewicz (French Minister to Tokyo), Mr. Sienkiewicz, 4 children and servants, Mr. Gell, Prince Lobanoff, Mr. and Mrs. Tilden, Mr. and Mrs. Gargan, and Mr. d'Anjouville; from Colombo, Mr. Bachelier de Poug and nurse, and Mr. Aratoun; from Singapore, Mr. Joseph and children, Messrs Ayeshi and Ywanah.

For City of Rio de Janeiro, from San Francisco, Hon. F. L. Ooms (U.S. Minister to Japan), and Mr. F. Thibout.

For Movine, from Singapore, 42 Chinese. For Siam, from Singapore, 48 Chinese.

DEPARTED.

For Arratton, Apoor, for Singapore, Madame Flokowska; for Calcutta, Mr. M. A. Sopher.

For Manila, from Hongkong: for Shanghai, Mr. and Mrs. F. Whitney; for Kobe, Mr. W. L. Clark, Major and Mrs. Lloyd and child. From London: for Shanghai, Mr. Taisang, for Yokohama, Miss Oaki and child.

For Haften, for Amoy, Dr. and Mrs. Cairns.

For Caledonia, from Hongkong: for Shanghai, Mr. Berthelot, Mr. and Mrs. W. Smith, Messrs Bai San Hov, W. H. Harvie, Tong Kat King, B. M. Brown, B. Baddely, and 3 Chinese; for Yokohama, Messrs Goldsmith and Metzler. For Shanghai: from Marseilles, Mr. Vetch Hood, 2 Missionaries, Mr. Kramer and daughter; from Colombo, Mr. Nordin, Mr. and Mrs. Oakes, and Mr. Duns; from Saigon, Mr. O. Hackett, Mr. and Mrs. Duns, Mr. Combs and daughter, Mr. Hong Trong Phun, Mr. de St. Mathurin, and 62 Chinese.

For Yokohama, from Marseilles, H. E. M. Sienkiewicz (French Minister to Tokyo), Mr. Sienkiewicz, 4 children and servants, Mr. Gell, Prince Lobanoff, Mr. and Mrs. Tilden, Mr. and Mrs. Gargan, and Mr. d'Anjouville; from Colombo, Mr. Bachelier de Poug and nurse, and Mr. Aratoun; from Singapore, Mr. Joseph and children, Messrs Ayeshi and Ywanah.

SHIPPING REPORTS.

The British steamer Guthrie reports: Having left Sydney on the 15th January, Newcastle 18th, called at Kippel Bay 20th, Townsville 23rd, Cooktown 24th, Thursday Island 26th, Port Darwin 28th, and left again for Siam; arrived in port on 10th February. Experienced moderate to fresh Northwesterly wind and fine weather to Cape Moreton; thence a very strong Southerly gale and high sea with occasional rain squalls; Bay moderate to fresh Southerly winds, which gradually freshened to Thursday Island, strong Westerly winds, accompanied with heavy blinding rain to Port Darwin and still crossing the equator, light to moderate variable winds, with occasional rain squalls to Cebra Island, fresh N.E. breeze to port. Arrived February 10th, at 11.38 p.m. Passage 5 days, 8 hours, 21 minutes.

The British steamer Siam reports: Experienced fresh monsoon to Cape Fata; thence to port, moderate and fine weather.

The British steamer Taisang reports: Fresh breeze and fine weather throughout. The American steamer City of Rio de Janeiro reports: Left San Francisco Jan. 14th, arrived at Yokohama Feb. 3rd, had strong Northwesterly winds, with heavy sea the whole passage. Left Yokohama February 5th, at 6.10 a.m., left 48 hours, had strong S.W. wind, with high confused sea, since moderate N.E. breeze to port. Arrived February 10th, at 11.38 p.m. Passage 5 days, 8 hours, 21 minutes.

The British steamer Siam reports: Experienced fresh monsoon to Cape Fata; thence to port,

We are requested by the Agent for the Insular Mines to publish the following extract from a letter:—I enclose herewith copy of telegram sent to you to-day, informing you that an expert has been sent from San Francisco to inspect the Mines and make a full report thereon to the Board, the directors being anxious to have an independent opinion before erecting smelters and procuring fresh expenditure, and Mr. Seymour's reports not being sufficiently explicit, although on the whole satisfactory.

An instance of the expedition with which our Japanese neighbors can load a steamer at very small expense has been brought to our notice. The steamer *Honkoku* (Captain Taitaku) arrived in Kutchinoh on 8 p.m. on the 2nd inst., and left at 2 p.m. on the 3rd inst. In twelve working hours the coals loaded 3100 tons of cargo and bunker coal, and the total charges on the vessel amounted to only \$54. Compared with the amount to be paid for loading at English ports, notably Cardiff, the great coal-supplying port, this is very favourable for the Japanese.

At the Magistrate's office a servant boy formerly in the employ of a Chinese gentleman residing at Gage Street was charged before Captain Hastings with committing a murderous assault on an Indian servant in the same house, on 2nd January. Mr. Master (of Messrs. Johnson, Stokes and Master) prosecuted. He requested permission to alter the charge from one of 'assault with intent to do grievous harm' to one of 'attempted murder.' Leave was granted, and after hearing evidence, which showed that the boy had seriously injured the Indian 'with a shaver,' his Worship sent up the accused for trial at the Criminal Sessions.

The following items are from the *London and China Express* of January 6:—

The following appointment has been made at the Admiralty:—Lieutenant T. D. Pratt, to the *Porpoise*.

It is said that the ship-breakers, while taking to pieces the French wooden three-masted cruiser *Felix*, which was built in 1867 and recently condemned, have found in her timbers a loaded shell, which, it is assumed, must have been fired into her during the bombardment of Fouchon in 1870. The *Felix*, on that occasion carried Admiral Courbet's flag, and was in the thick of the action, but no one seems to have suspected that she came home with a relic of the engagement sticking in her ribs.

The Emperor of China has by Imperial Rescript, raised the salaries for three generations of Sir Haldimac Macartney, K.C.M.G., the Secretary to the Chinese Legation in London, to the highest rank in the Chinese hierarchy. This is in accordance with the ancient usage of conferring ranks of nobility on ancestors rather than descendants. The only other European whom this extraordinary honour has been bestowed is Sir Robert Hart, the Inspector-General of Chinese Customs.

It is remarkable to note that it is exactly 100 years since a member of the same family—Lord Macartney—entered Peking as British ambassador to the Emperor of China, and was received by Kien-Lung, the great Sovereign of the Manchu dynasty, with a distinction which has never since been accorded to the representative of any country. Lord Macartney took one of his sons with him from the place, and his grandchild, and great-grandson were born, and before being raised to the dignity of an Earl of the United Kingdom, Lord Macartney was Lord Anson in Scotland, and of Exmouth in Surrey. The Chinese, we know, do most things the opposite to Western ideas, and the device of ennobling a man's ancestors rather than his successors is an example in point. It brings out in relief likewise the reverence for their ancestors, which is so important a feature of Chinese social life. The strange honour conferred on Sir Haldimac, at all events, rightly earned by many years of faithful and arduous service, has been bestowed to the Chinese Government.

A telegram from Rome states that an agreement has been arrived at between the British and Italian postal authorities providing for a period of five years the existing concession for the conveyance of the Italian mails through Italy, and Brindisi. The terms of agreement are not yet settled, but it is to be hoped that a substantial reduction in the rate of transit is the feature. It is understood, however, that, under the terms of the renewed agreement, the British authorities agree to guarantee the cost of transit to the extent of £20,000.

No name connected with the Far East appears amongst the list of New Year honours.

An experiment which is especially interesting, and which may have far-reaching results, is being made by the Directors of the Congo Railway Company, who have just imported a large number of Chinese coolies as labourers on the line that is being made between Palabala and Stanley Pool. As most people know, the great difficulty—or at least one of the great difficulties—in the problem of developing the resources of Central Africa is the labour question. While labour is practically impossible in tropical Africa, the native, even when he can be induced to work, is a very unreliable quantity. Not very long ago charges of the most serious character were made as to the means adopted by the railway authorities to obtain labourers for the construction of this very line, and it was only when confronted by the extreme difficulty of obtaining local labour that the directors resorted to making the experiment of introducing Chinese labour. Over five hundred Chinese have been engaged, and recently arrived on the Congo in a steamer specially chartered for the purpose. Contrails have been signed, and the men have received advances on their wages, and a new factor has been introduced into the African problem, for this is the first attempt made to utilize Chinese labour in tropical Africa. The experiment begins with a favourable chance of success, for the coolies arrived at Matadi with an almost blank bill of health, and should it turn out that Chinese can stand the climate it will not be long before others of the same race will find their way to Africa. What influence this may have on the future of Central Africa time alone can show, but the prospect thus opened up is one of extreme interest. The patient toil of the Chinese may supply the very element that is wanted for the development of tropical Africa, and our own West African colonies may soon follow the lead set by the Congo Free State.—*Manchester Guardian*.

As a well-attended meeting in Dr. Canille's Rooms this evening, it was resolved to form a Literary, Scientific and Debating Society to be known as the Hongkong Odd Volume. The following officers were elected:—President, Dr. Canille; Secretary and Treasurer, Mr. S. Jeffrey; Committee, Messrs S. B. J. Skertholm, F.G.S., W. C. Barlow, M.A., and Rev. R. F. Cobbold.

CORRESPONDENCE.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY.

To the Editor of the 'China Mail.'

Feb. 10, 1895.

SIR,—The Chairman in his speech at the meeting of the above company yesterday stated that the Directors had thought it prudent to write down the value of the West Point property from \$5.50 to \$4.00 the foot. In my report on the working of this Company, presented to the Directors 3rd September 1890, the following remarks occur:—

'Book-keeping should be a record of facts, which it is well for the Directors always to bear in mind, and so long as there is the slightest doubt of a profit being realized, so long should it be kept suspense and not treated as a tangible asset.'

It did not suit the then Directors to act with this prudence, but it did suit them later to refund \$100,000 of Capital on the grounds of it not being required. What effect this had on the Stock forms the opening chapter to this ruin, which has overtaken so many formerly successful companies, and the climax was reached when the Directors had to issue debentures for \$500,000 to carry on the business of the Company, and so admit something bordering on bankruptcy.

I invite any of the Directors to fill in the missing word.—Yours, &c.,

HARRY WICKING.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the fifty-fifth Report of the Court of Directors to the ordinary half-yearly general meeting of Shareholders to be held on the 27th inst.:

To the Proprietors of the Hongkong & Shanghai Banking Corporation.

Gentlemen, The Directors have now to submit to you a General Statement of the Affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1894.

The net profits for this period, including \$70,870.50 balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$967,450.84.

It is with pleasure that the Directors have to recommend the transfer of \$300,000 from the Profit and Loss Account to credit of the Reserve Fund, which Fund will then stand at \$3,400,000.

After making this transfer and deducting Reserves to Directors there remains for appropriation \$567,450.84, out of which the Directors recommend a Dividend of One Pound per Share, which will absorb \$365,000.00.

The difference in Exchange between 4/6, the rate at which the Dividend is declared, and 2/3, the rate of the day, amounts to \$280,773.98.

The Balance \$71,171.30 to be carried to New Profit and Loss Account.

Mr. H. H. Hoopes has been appointed Chairman for the year 1895, and Mr. C. J. Holliday, Deputy-Chairman.

Mr. D. R. Scaeson and Mr. C. J. Holliday retire in rotation and being eligible for re-election have been re-elected accordingly.

Mr. F. B. Davies and Mr. A. McCoskie have resigned on leaving the Colony, the Directors have invited Mr. John S. Laprak and Mr. Gerald Side to join the Board, and appointments require confirmation at this meeting.

The accounts have been audited by Mr. F. Henderson, Mr. A. G. Wood and Mr. S. G. Bird, who offer themselves for re-election.

H. Hoopes, Chairman.

Abstract of Assets and Liabilities, 31st December, 1894.

Assets.

Liabilities.

Profit and Loss Account, 31st December, 1894.

Assets.

Liabilities.

Assets.

Liabilities.

Assets.

Liabilities.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(Money Market Review, Jan. 7, 1895.)

An extraordinary general meeting of the shareholders of this corporation was held at 55, Old Broad-street, on Saturday last; Mr. J. Buller presiding.

The Chairman said: Before we begin the business, I desire to express our regret for asking your attendance on what I fear is to some of you a very inconvenient hour, looking to the importance of our business, and the fact that it is so late as to be inconvenient to the shareholders, but it is so much more important that the necessary steps towards the reconstruction of the bank should be got through without any avoidable delay that even at the risk of some inconvenience, we asked you to attend to-day to pass the resolutions which will be put before you.

The Chief Manager (Mr. W. Jackson) then read the minutes of the last meeting, which also the minutes of the last meeting, which were confirmed.

The Chairman said: Gentlemen, the resolutions which have just been read will recall to your memory what passed at the meeting of shareholders held on the 24th Nov. At that meeting a resolution was passed, namely, that the directors should recommend the reconstruction of the bank on the lines of the recommendation of the committee appointed at the general meeting held on the 18th Oct. At the first step towards such reconstruction, the 'Marine Bank of India, Limited,' has been formed, and the deposit and first instalment paid thereon.

With reference to that, as I see some remarks in the newspapers rather throwing doubt upon the genuineness of the subscription, I may say that every single share has been applied for, and the deposit and first instalment paid thereon.

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about in good time, and in this way they were enabled to complete the work.

It is stated that the Literary Chancellor of Publicity, Shen, is suffering from a malignant tumour in the stomach. The Chinese doctors pronounce to be incurable. His Excellency's father and grandfather, it is said, died of the same malady. Shen was one of the two commissioners sent here from Peking early in 1891 to investigate certain important cases. On the eve of his departure, he was appointed by wire to the capital to the post he has since filled, viz. Co-Lao-Pu, who died at Chin-chow.

That our sporting men have been complaining of the scarcity of game this season in no way detracts from the number of native 'shooting-men' there are about now, all the country within reasonable reach of the port being constantly worried by them. The sportsmen, however, are not to be had in abundance. Strange to say, in spite of the late severity of the weather, woodcock have been scarce. Winter sports have been plentiful, while as to wild duck and snipe, it is man's own fault that he has not been able to get a supply of them. If there have not been many wild birds in the market it is because the wily bird is too wily even for the native.

In our last issue we made mention of the rise in price of all commodities daily since the 1st of January. The prices of rice, sugar, and other necessities, have been brought about by the severity of the weather and the scarcity of the crops. The prices of rice, sugar, and other necessities, have been brought about by the severity of the weather and the scarcity of the crops.

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NEWS BY THE AUSTRALIAN MAIL.

THE BRITISH CONSUL TRADE.

London, Jan. 10.—There have been two failures in the British consular trade, the total liabilities being £200,000.

ROYAL FETTERES.

London, Jan. 11.—Her Majesty the Queen is sending through Mr. W. Ayrton, of the Anglo-Australian Society of Artists, for exhibition in Melbourne with the collection of works of art despatched by Mr. Joshua Luke, five water-colour drawings and six etchings of her Majesty's own work, as well as six etchings executed by the late Prince Consort.

RELATIONS BETWEEN INDIAN AND ENGLISH.

London, Jan. 10.—Severe election riots have taken place in Bulgaria, on the Danube, the capital of Serbia, where five persons were killed and 200 of a radical mob were arrested.

RAID ON A LONDON CLUB.

London, Jan. 10.—The secretary and two servants of the Corinthian Supper Club have been arrested on a charge of having permitted a notorious gambler to enter the club and play roulette. The case is now before Lord Esher at the Police Court.

THE FEDERATION QUESTION.

London, Jan. 11.—In the course of a discussion at the Colonial Institute upon Mr. E. P. Labouchere's paper on the 'Progress of British Federation,' Lord Playfair and Professor Bryce urged the colonies to assist in maintaining a common front for the Empire, as the easiest way of bringing about federation.

EXTRACTS FROM THE BOSTON RECORD.

London, Jan. 11.—By the burning of some large wool stores in Boston, \$500,000 of wool has been destroyed. The total damage amounts to \$300,000. Half the loss falls upon Hest Brothers.

THE LONDON EMPLOYMENT.

London, Jan. 10.—The London unemployed intend to send a deputation consisting of the most hungry-looking and ragged of their number to wait upon Mr. Gladstone and demand relief. It is also proposed that 1000 of the unemployed should march to Westminster on the occasion of the reopening of Parliament.

REMOVAL OF OFFICIALS IN IRELAND.

London, Jan. 12.—Mr. Morley, Chief Secretary for Ireland, is conveying the proposal to remove the numerous Irish officials in Ireland, and is replacing them by Roman Catholics.

BANK DIVIDENDS.

London, Jan. 11.—The directors of the English, Scottish, and Australian Chartered Bank propose to declare a dividend of 6 per cent, and to carry forward £11,600.

THE RELATIONS BETWEEN FINLAND AND SWEDEN.

London, Jan. 12.—The discontents made in connection with the Panama Canal project are weakening the relations between France and Russia, which have hitherto been of a closely cordial nature.

THE PACIFIC OCEAN.

London, Jan. 11.—In reference to the proposal of Canada for the appointment of a commission to examine into the feasibility of a Pacific cable between America and Australia, the views of the Agents-General for South America, Sir John O. S. Samuel and Sir Edward Braddon, representing New South Wales and Tasmania respectively, are not unfavourable to an inquiry into the feasibility of the cable.

THE MINERS' CONVENTION.

London, Jan. 11.—The miners' general conference, now being held in Bristol, has decided to consider the eight-hours question, has voted in favour of a legal eight hours and the creation of a Minister of Mines.

THE AUSTRALIAN RAILWAYS.

London, Jan. 13.—A serious rising has taken place in Montenegro. Prompted by the priests, 3000 peasantry conspired to seize Nikolas, the capital, and to dethrone Prince Nicholas, who was to be replaced by Prince Danilo Alexander.

THE AUSTRALIAN RAILWAYS.

London, Jan. 12.—The rising in the Corrientes district of the Argentine Republic has been suppressed.

MES MARYBURY.

London, Jan. 13.—Miss Harrison, daughter of President Harrison, has visited Mrs. Maybrick in prison.

MES MARYBURY.

London, Jan. 12.—Mr. Jabez Spencer Ballou, lately M.P. for Burnley, the promoter of the Liberator Building Society and other financial corporations which have failed, has been made a bankrupt.

RAILWAY COLLISION IN CHICAGO.

London, Jan. 14.—A disastrous railway collision has occurred in Chicago. The wrecked carriages took fire. Although no special loss of life is reported, 150 passengers were injured.

THE WASHINGTON MINISTRY.

London, Jan. 14.—Mr. W. T. Stead, the editor of the <

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MALAKKA, LONDON,
HAYRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 22nd February,
1893, at Noon, the Company's
S.S. SYDNEY, Commandant DELACROIX,
with MAELS, PASSENGERS, SPACELIN,
and CARGO, will leave this Port for the
above places.

Cargo and Spools will be registered for
London as well as Marseilles, and so
on in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Spools and Passes until 3 p.m., on
the 21st February, 1893. (Passes are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, February 8, 1893. 257

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Sailings, Tuesday, Feb. 23.
Sailings, Wednesday, March 30.
Oceania, Hongkong, Tuesday, April 13.

THE Steamship GAZELLE will be
despatched on Tuesday, the 23rd
February, at 1 p.m., connection being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First Class.

To San Francisco, Yokohama,
Victoria, Esquimaux, New
Westminster, Port Town, \$225.00
and, Seattle, Tacoma, Port-
land, O.

To Liverpool and London \$325.00
To Paris and Bremen \$345.00
To Havre and Rouen \$335.00
Through Passage tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. 30 Day
Ticket. Through
Ticket.

Kansas City, Mo., Omaha,	235.00	
Neb.	235.00	201.50
St. Louis, Mo., Minn.,	235.00	
St. Paul, Minn., Minn.,	235.00	
St. Paul, Minn., Minn.,	235.00	
Chicago, Ill.	235.00	235.00
Milwaukee, Wis.	235.00	235.00
Cincinnati, Ohio	324.30	301.50
Columbus, Ohio	324.30	301.50
Detroit, Mich.	324.30	301.50
Cleveland, Ohio	324.30	301.50
Toronto, Canada	324.30	301.50
Pittsburg, Pa.	310.25	307.50
Niagara Falls, N.Y. Buf- falo, N.Y.	311.00	308.50
Washington, D.C., Balti- more, Md.	312.90	311.75
Montreal, Canada	312.90	311.75
Philadelphia, Penn.	312.90	311.75
New York	312.90	311.75
Boston, Mass.	312.90	311.75
Portland, Maine	312.90	311.75

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Tickets issued to Passengers
booked to Europe or to Overland Ports
are good for transportation across the
American Continent via the Union Pacific
Railway System only.

Return Tickets.—First Class.—Paid
return tickets to San Francisco will be
issued at following rates:

12 months \$337.50
18 months \$393.75
Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers who have paid full fare,
re-embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
at previous to sailing.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 9, 1893. 270

NOW READY.

Vol. XX—No. 4.

'CHINA REVIEW'
CONTAINS

Select Chapters from an Unpublished His-
tory of Hongkong.
The Coast of Quinsam.
Notes and Queries, which should be sent to the
Editorial Sketches of the Harbours
Chinese.
Notices of New Books.
Collectanea Bibliographies.
Books Wanted, Exchanges, &c.
Contributions.

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tacoma..... Tuesday February 14.
Tacoma..... Tuesday March 14.
Tacoma..... Tuesday April 4.
Tacoma..... Tuesday May 2.

THE Steamship TACOMA, Captain
J. H. Hill, sailing at Noon, on TUES-
DAY, the 14th February, will proceed to
VICTORIA, B.C., and TACOMA, via
SHANGHAI, INLAND SEA, KOBÉ,
and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be accompanied by
and one copy must be sent forward by the
steamer to the care of The General Agent
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARROLL & Co.,
Agents.

Hongkong, January 19, 1893. 116

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOYAGERS' CHARTS
BINOCULARS AND TELESCOPES.
RETURNS, LIQUID AND OTHER COMPASSES.
ADMIRALTY & LARAY CHARTS.
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.
Chronometers & Co's. Export-Plated Ware.
GOLD & SILVER JEWELLERY
In great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London
Patterns, at very moderate prices. 748

Intimations.

Dr. ESENJEE'S
WONDERFUL RING.

GOOD morning, Gentlemen? Do you
wish to prevent premature death from
diseases that take at once for ESENJEE'S
Wonderful Ring? It cures Coughs, Colds,
Asthma, Bronchitis, Piles, Liver Complaints
within a short period, and rapidly cures
short attacks of Epilepsy, Spasms, Colic,
Palpitation, Hysteria, and it keeps the
blood free from all diseases by putting it
only on the finger of the left hand. I can
strongly state as a means of preserving
and restoring health it is unequalled, as it
has been used by several European Ladies
and Gentlemen with great success, for
which I hold several unqualified testi-
monials. It is the most wonderful dis-
covery of the day. I have no hesitation in
stating before the public that all house-
holds should not be without it, only Rs. 1/8
holds is always ready, only Rs. 1/8. Dozen
Rs. 12/1; 1 dozen Rs. 7/6. Apply to
Dr. B. ESENJEE,
85, Lechoo Chatterjee's Street,
CALCUTTA.

No V. P. System—Please send cash
with order. [1893]

Intimations.

KÉBAO
SOCIÉTÉ ANONYME FRANÇAISE.
CAPITAL, 400,000 FRANCS.

La Société Kébao (Tankin) dont l'extrac-
tion prend tous les jours de l'importance
et qui est le seul fournisseur de la
Marine Française au Tonkin, dont le char-
bon est brûlé d'une façon régulière à bord
des Steamers des Messageries Maritimes,
et en particulier à bord du "Hébrard",
certaines introductions aux Chinois sur la place
de Hongkong, court à son avantage à la maison.

SHEWAN & Co.,
Agents Central, Hongkong.

à partir du 1er Novembre, 1892.
Le Directeur Général de Kébao,
HENRY PORTAL.
Kébao le 10 Décembre, 1892. 2334

Intimations.

THE MIKE COAL MINING
COMPANY.

THE MIKE COAL is a bituminous
Coal of dark reddish color. For
Steam purposes, it has been pronounced to
be THE BEST AND THE MOST ECONOMICAL
OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the
opinions expressed by several of the
largest regular consumers are in testi-
mony of the excellence of this Coal.

Attention is called to the following
Advantages to Shippers and Captain,
who Coal their Bunkers direct from the
Underground.

Freedom of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.

Best of weight, etc., etc.

MIYOSU RUSSIAN KAISHA,
Sole Agents.
Hongkong, October 1, 1892. 1714

Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained
by Midy's process from the
best Mysore wood.

SANTAL-MIDY entirely differ-
ent from Santal oil of the Indian Nazare,
is superior to Copahu, Gabey, or
injections, and free from all bad
smell or other inconveniences.

SANTAL-MIDY cures all dis-
orders of the urinary organs in either sex
in 48 hours.

SANTAL-MIDY is contained
in capsules, each of which
contains the name of MIDY
in black letters, without
which none are genuine.

SANTAL-MIDY Beware of
imitations.
All other capsules or mixtures
contain impurities, resin, etc.,
and are worse than useless.

SANTAL-MIDY is sold by all
medicinal dealers throughout the
world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

Intimations.

PRIVATE BOARD AND RESIDENCE,
"GLASGOW BUILDINGS,"
(Nos. 12 and 14, Wyndham Street).

MRS. GILLANDERS has VACANCIES
for RESIDENT BOARDERS and VISITORS,
also Accommodation for TOURISTS.
Hongkong, July 4, 1892. 1094

DR. KNORR'S ANTIPEYNE "LION
BRAND," the most approved and
most EFFICACIOUS REMEDY in cases of
HEADACHE, MIGRAINE, NEURALGIA, RHEU-
MATISM, FEVER, TYPHUS, ERYTHRA, HOOPING
COUGH, INFLUENZA, DYSPEPSIA, AND
MANY OTHER COMPLAINTS. It is also
the very best ANTISEPTIC. Highly recom-
mended by the Medical Faculty.

Ask for Dr. Knorr's Antipeyne Lion
Brand. Each tin bears the inventor's
signature "Dr. Knorr" in red letters.

DERMATOL is the best remedy for
its effect in accelerating the closing of wounds
is described as amazing.

To be had of every reputable Chemist and
Druggist.

Supplies constantly on hand at CHINA
EXPORT, IMPORT & BANK, Sole Agents for
Hongkong and Shanghai, also Agents for
China.

Beware of imitations!!! 1093

Intimations.

WINDSOR HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Windsor Hotel heretofore carried on
in WINDSOR HOUSE has now been
removed to CONNAUGHT HOUSE.
Cuisine under European management.
Each Bed-room has its own Bath-room.
Hot and Cold water. Passenger Elevator
to all floors.

Charges from \$2 per day upwards.
Special Rates for Families or Permanent
Boarders. Offices and Rooms to let Un-
furnished, and Rooms with or without
Board, by day or month. Apply at the
Office, No. 37, 3rd Floor.
Hongkong, August 23, 1892. 1534

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour.

BYZLIA, German barque, Capt. E. Pöiger.
Wieland & Co.
HELEN BREWER, Hawaiian ship, Capt. A.
W. Newell—Shewan & Co.

Intimations.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,
and call at VICTORIA, B.C., to land and embark passengers.

Passengers booked to all the principal points in Canada and United States, and also
through to Great Britain and the Continent of Europe at current rates, with passengers
choice of Atlantic Line.

REMARKS.—Time limit for prepaid return ticket is reckoned from date of
re-embarkation at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval,
Military, Diplomatic and Civil Services, and to European officials in service of China
or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from
the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through-
out without change. The Dining Cars and Mountain Hotels on the Route are owned by
the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and All Day, Sleeping and Dining Cars are comfortably
heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
E. HOLLOWAY, General Agent. 216

Intimations.

SHARE LIST—QUOTATIONS.—FEB. 10, 1893.

Stocks. No. of Shares. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai B. & Corp.
New Issue. 30,000 \$ 125 all 118 1/2 prem., sellers

Bank of China, Japan and Straits. 99,875 \$ 10 1/2 115 1/2 \$24

National Bank of China, Limited. 10,000 \$ 25 1/2 115 1/2 \$24

Marine Insurance Co., Ltd. 25,000 \$ 83.33 115 1/2 \$24

China Fire Insurance Co., Ltd. 25,000 \$ 83.33 115 1/2 \$24

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